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MINNEGAZETTE

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ABOUT OUR COVER: It's late fall '76 but the track gangs are still forging ahead on the Northern Lake Calhoun Extension of the Como-Harriet Line. Here they strain to complete 'the iron' in the vicinity of the Calhoun Archery Range before the snow flies; Ken Snyder's crews tamp and level track in the best tradition of the 'gandy dancer.' Congratulations to these MTM'rs for their fine '76 effort!

IMPORTANT REMINDER: FALL GENERAL MEMBERSHIP MEETING ON TUESDAY, NOVEMBER 30TH

The Fall '76 General Membership meeting of MTM is slated for 8 p.m. on Tuesday, November 30th, 1976 at the Northwestern National Life Insurance Co. Building. In timing coincident with the issue of "Electric Railways of Minnesota", our program will include MTM archives color film of "Twin City Lines" in action.

The N.W. National Life Building is located in downtown Minneapolis at the junction of Washington Avenue and the Nicollet Mall. It's a beautiful classic-modern colonnaded structure -- you can't miss it. Ample parking can be found at the rear of the building. See you all on the 30th of November. Mark your calendars NOW!

'TROLLEY CHURCH' JOINS MTM COLLECTION AT COMO SHOPS!

On the cold and windy Friday of October 15th, 1976, the long-sought ex-TCRT streetcar #1496 (sans-trucks) was physically acquired by the Minnesota Transportation Museum. It was loaded aboard a flatbed trailer by the Truck Crane Service Co. and moved to the Como-Shops in St. Paul where it will undergo future restoration. This fine steel-sided car formerly belonged to the Ms. Dorothy Walgren family of Inver Grove Heights, Minnesota. Following the demise of the Twin City Rapid Transit Co. street railway system in the mid-1950's, carbody #1496 had been acquired by the Walgrens for use as a church building adjacent to their home. When 'discovered' by MTM during a search for restorable streetcar bodies several years ago, #1496 was no longer being used as a church building. While the Walgren Family, for sentimental reasons, were not ready to part with the 'trolley church', they did indicate a future availability to MTM. The car, originally built in TCRT'S Snelling Avenue Shops in 1912 (see July-August 1976 Minnegazette) is in a remarkable state of preservation due to the fine maintenance efforts of the Walgrens over the past 22 years. #1496 was covered with a protective sheet metal roof with extra-wide eaves. Aluminum combination windows were applied over the original streetcar windows. The original wicker seats were left in place for use as church pews - and all was well maintained. Even the headlight and bumper were still on the car. To further insulate against the ravages of Minnesota weather, the car was mounted two feet above the ground and given a skirting all around.

On moving day, the wind proved quite troublesome as the big crane swung the car aboard the Company flatbed. MTM'rs Ray Benson Jr. and Ken Snyder were on hand for the move which began at 9 a.m. and by 2 p.m. car #1496 was snugly tucked inside Como-Shops. In addition to the car itself, several original TCRT standard car parts were found stored beneath the carbody. The new acquisition is comparable in condition with Como-Harriet Car #1300 and can be fully restored with relative ease - certainly with much less effort than has thus far gone into DST car #265. #1496 may well soon be serving as a temporary replacement for old #1300 - utilizing #1300's trucks, while the MTM 'workhorse' gets her long-delayed rebuild. Welcome to the fleet #1496! Watch for more pix of the move by 'Casey Benson' in the next issue.

SCOUTS RESTORE PORTION OF COMO-HARRIET LINE

During several weeks in October, as part of his Eagle Scout project, Life Scout Pat Joyce of Hopkins spearheaded the restoration effort on several segments of the Como-Harriet Line. The long-abandoned stairwells, railings, fencing and underpasses along the full length of the scenic Lake Harriet Line were excavated from a 22 year accumulation of undergrowth and neglect. Ancient stairrails were scoured, repainted and reopened to the public. Working with several Scout troops all from the Hopkins area, Joyce organized and supervised the entire operation. The reopened Como-Harriet Streetcar line which is a total non-profit, volunteer organization dedicated to the preservation of this historic line, tips its hat to Pat and the Scouts for their fine community spirit and gift to the people of Minnesota. Without their volunteer effort this restoration work would not have been accomplished. (This is the second Eagle Scout effort to be performed on the Como-Harriet line during the past few years -- the Garden installation project at 42nd Street being the first.) Congratulations to the Boy Scouts of America.

THE PRESIDENTS MESSAGE

MTM owes a great debt of gratitude to all of its members who helped make this season one of the best in our history. Ridership totals for the past season were up substantially from 1975 thanks to the enthusiastic scheduling efforts of VP Vehicle Operations, Scott Heiderich, and to all of our operators who made the expanded schedule possible. Our northern extension project is well underway thanks to the hard work accomplished by VP Construction & Maintenance, Ken Snyder, our survey team, headed by Gary Neusinger, and all of our members who did their part during those Saturday work sessions at Harriet. One need only recall the appearance of the area north of the "pipe crossing" early this spring to fully appreciate the enormous amount of work that has been accomplished on this the most difficult phase of construction. Today the shiny new electric-grooved trolley wire hangs high over the R.O.W. and #1300 has since traversed the new "high iron" with flying colors! Restoration projects at Como Shops on #265 and #100, headed by VP Restoration, Bill Graham, have continued throughout the summer. Again, a visual recollection is needed to fully appreciate the advancement on both of these important projects. This progress is possible largely through the efforts of our Como Shop regulars, including Master mechanic, Bob Renz, Hudson Leighton, Bob Clark, Bill Cordes, Loren Martin, Casey Bensen and all others who have given their time at Como. Please join them if you can! Remember, that the restoration work will move into the heated interiors of these vehicles during the winter months.

In addition, we owe a special debt of thanks to both the Minnesota Historical Society for their monetary grant to the #265 project and the Burlington Northern Inc. for making our entire restoration program possible by making available to us our present shop facilities at Como

On Saturday, October 16th, it was announced by the Minnesota Historical Society that the Como-Harriet Streetcar Line was the recipient of an award of merit given by the American Society for the Preservation of State and Local History. The award was announced at the Annual Historical Society Banquet and was acknowledged with thanks by both my wife Judy and myself. The award is given to selected projects which provide a truly unique historical experience to the public. This of course is yet just another reason for all of us to be very proud of our fine accomplishments at the Harriet site. It's a gift to all of the people of Minnesota!

Thanks again,

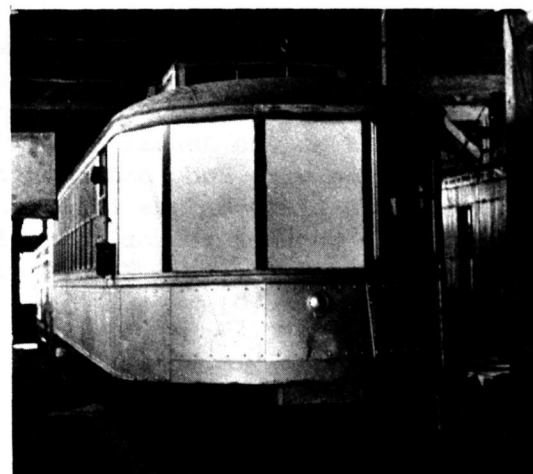
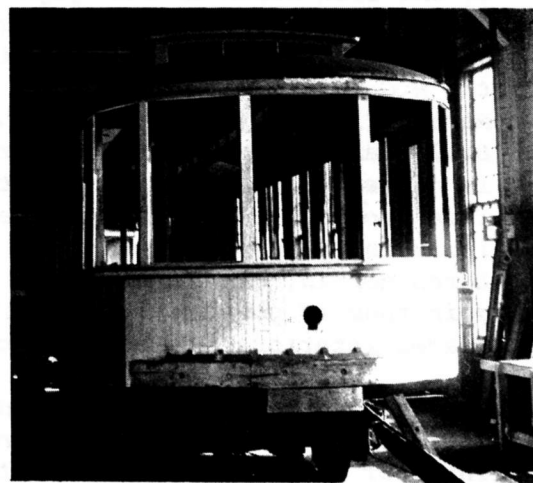
Frank Sandberg, President



Above: Recent outing for 'Dan Patch - #100'; half-primed and under her own power the partially restored locomotive was used to 'shift around' our collection at Como.

Below: Front and rear views of TCRT/DSR Standard Car #265 - whose restoration is rapidly nearing completion.

Bottom: End views of recently acquired #1496 - a splendid addition to MTM's TCRT Standard Car collection.





MINNESOTA STREETCAR MUSEUM

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